

between the generator connected to the engine, and the motor;

X a temperature detector for detecting the temperature of a catalyst of a value relating to the same, wherein the value relating the same includes the temperature of vehicle cooling water;

a first comparison circuit for comparing the detected result from the temperature detector with a preset first reference value; and

a control circuit for allowing the generator to generate electric power and to store the power in the power storage unit when the internal combustion engine is driven, and when the detected result by the temperature detector is equal to or below the first reference value according to the output from the first comparison circuit.

CX 6. (New) A catalyst control apparatus according to claim 1, further comprising:

a remaining charge detector for detecting a remaining charge of the power storage unit or a value relating to the same; and

a second comparison circuit for comparing the detected result from the remaining charge detector with a present second reference value relating to the remaining charge, wherein

the control circuit drives the vehicle by the output from the internal combustion engine, engages the clutch, and allows the generator to generate electric power and to store the power in the power storage unit, when the detected result from the temperature detector is equal to or below the reference value according to the output from the first comparison circuit, and when the detected result from the remaining charge detector is equal to or below the second reference value relating to the remaining charge according to the output from the second comparison circuit.

X 7 (New) A catalyst warming control apparatus according to claim 1, further comprising:
a remaining charge detector for detecting a remaining charge of the power storage unit or a value relating to the same; and
a second comparison circuit for comparing the detected result from the remaining charge detector with a preset second reference value relating to the remaining charge, wherein
the control circuit allows the generator to generate electric power, disengages the clutch, and drives the vehicle by the generated electric power and stores the electric power, when the detected result from the temperature detector is equal to or below the first reference value according to the output from the first comparison circuit, and when the detected result from the remaining charge detector is above the second reference value relating to the remaining charge according to the output from the second comparison circuit.

is this similar to claim 7?
8. (New) A catalyst warming control apparatus according to claim 5, wherein the control circuit allows the generator to generate electric power, and drives the vehicle by the motor, when the detected result from the temperature detector is equal to or below the reference value according to the output from the first comparison circuit, and when the detected result from the remaining charge detector is above the reference value relating to the remaining charge according to the output from the second comparison circuit.